

CASE OFFICER'S (LR) REPORT ON APPLICATION NUMBER 24/00262/HOUSE



**Site: 16 The Crescent
Mortimer Common
Reading
RG7 3RU**

MEMBER EXPIRY DATE - 27th March 2024

PRE-COMMENCEMENT CONDITIONS

N/A

INTRODUCTION

This householder application seeks planning permission for a single storey rear extension, garage conversion and front extension to garage to provide covered car port with associated fenestration and new chimney flue.

PLANNING HISTORY

N/A

PROCEDURAL MATTERS

EIA:

Given the nature and scale of this householder development, it is not considered to fall within the description of any development listed in Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. As such, EIA screening is not required.

Publicity:

Site notice displayed on 12th April; the deadline for representations expired on 3rd May.

CIL:

Community Infrastructure Levy (CIL) is a levy charged on most new development to pay for new infrastructure required as a result of the new development. CIL will be charged on residential (C3 and C4) and retail (A1 - A5) development at a rate per square metre (based on Gross Internal Area) on new development of more than 100 square metres of net floorspace (including extensions) or when a new dwelling is created (even if it is less than 100 square metres).

However, CIL liability will be formally confirmed by the CIL Charging Authority under separate cover following the grant of any permission. More information is available at www.westberks.gov.uk/cil

CONSTRAINTS AND DESIGNATIONS

Settlement boundary of Mortimer
AWE (A) outer emergency planning zone
AWE (B) outer emergency planning zone

PLANNING POLICY

Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The relevant policies of the statutory development plan for West Berkshire are listed below. These policies can be read online at www.westberks.gov.uk/planningpolicy.

West Berkshire Core Strategy 2006-2026

Policies: ADPP1 (Spatial Strategy), ADPP6 (East Kennet Valley), CS14 (Design Principles) and CS19 (Historic Environment and Landscape Character)

Housing Site Allocations DPD 2006-2026

Policies: P1 (Residential Parking for New Development)

The following are relevant material considerations:

- The National Planning Policy Framework (2023) (NPPF)
- The Planning Practice Guidance (PPG)
- Quality Design SPD (2006)
- Stratfield Mortimer Neighbourhood Development Plan (2017)
- Stratfield Mortimer Village Design Statement (2007)

CONSULTATION RESPONSES

Stratfield Mortimer Parish Council: No objection, comments below:

The planning committee does not understand the comments from Highways. According to the plans there appears to be a garage door at the front of property not set back within the car port space. Also, the car port together with the remaining drive does not appear to be long enough to accommodate two cars in a row. Other than this there are no further objections.

Highways Authority: No objection subject to conditions and informatives

PUBLIC CONSULTATION RESPONSES

Total received: 0

Object: N/A

Support: N/A

Ambivalent: N/A

Summary of representations:

N/A

PRINCIPLE OF DEVELOPMENT

The application site is located within the settlement boundary of Mortimer. Policy ADPP1 of the West Berkshire Core Strategy identifies Mortimer as a rural service centre, where appropriate development can provide an opportunity to strengthen the role in meeting the requirements of the surrounding communities. Policy ADPP6 provides the spatial strategy for the East Kennet Valley, which advises that Mortimer is one of the locations within the area that are to be the focus of development. It is therefore considered that the principle of this development would be acceptable, and compliant with Policies ADPP1 and ADPP6 of the West Berkshire Core Strategy, subject to the proposal meeting the other detailed requirements set out below.

DESIGN, CHARACTER AND APPEARANCE

Forming part of the West Berkshire Core Strategy, Policies CS14 and CS19 relate to design and impacts on the character and appearance of the area. Policy CS14 states that new development must demonstrate high quality and sustainable design that respects and enhances the character and appearance of the area, and makes a positive contribution to the quality of life in West Berkshire. Furthermore, it is expected that the design and layout of any development are relative to the wider context, having regard to not just to the immediate area, but also the wider locality. Development should contribute positively to local distinctiveness and sense of place. Policy CS19 seeks development that ensures the diversity and local distinctiveness of the landscape character of West Berkshire is conserved and enhanced.

The WBC house extensions SPG (2004) states that, inter alia, 'extensions to the rear of the property are the least likely to have a major impact on the house and surroundings.'

Given that the rear extension has negligible impact on the character and appearance of the area due to its location, it is considered that the overall design of the proposal is acceptable. Furthermore, the materials and style of the extensions are in keeping with the main house and are also considered acceptable.

It is therefore considered that the scheme complies with the NPPF and Policies CS14 and CS19 of the West Berkshire Core Strategy with regards to the design, character and appearance of the proposal.

NEIGHBOURING AMENITY

The NPPF states that planning should create places with a high standard of amenity for all existing and future users. Policy CS14 states that development should make a positive contribution to the quality of life. As such amenity is an important consideration.

The assessment considered the impact on neighbouring amenity in terms of

- Sunlight / daylight
- Overlooking / privacy
- Overbearing impact
- Noise and disturbance

The proposal has been assessed against the above metrics. The single-storey rear extension element to the East brings the rear elevation in line with the neighbouring property, No.14, with no further protrusion. Therefore, there is limited impact relating to neighbouring amenity in this respect.

Furthermore, there would be limited harmful impact with respect to amenity for No.18, given that the minor rear extension of c.2.5m would be obscured by a pre-existing outbuilding within the residential curtilage of this neighbour. Given that the gardens of these properties are North-facing, it is considered that this is not an overriding concern.

Overall, it is considered that, due to the nature of the proposal, as well as the orientation of the plot, there are limited negative impacts relating to neighbouring amenity.

It is therefore considered that the proposal accords with Policy CS14 of the West Berkshire Core Strategy with regards to neighbouring amenity.

HIGHWAYS MATTERS

Policy P1 of the Housing Site Allocations DPD outlines the parking requirements for residential development.

The application site lies within Parking Zone 3 as outlined in Policy P1. Within this Policy, a 3-bedroom house is required to have a minimum of 2.5 parking spaces.

The dwelling is currently provided with 2no. driveway parking spaces, as well as a garage. Policy P1 (iv) states that 'garages will not be counted as a parking space for the purposes of meeting the required levels of parking.' Therefore, when assessed against Policy P1, the current site is provided with 2no. overall driveway parking spaces.

As a result of the proposed extensions, there is no net gain in the number of bedrooms, meaning it is unlikely that there will be an increase in the demand for vehicular parking. Therefore, as a fallback position there would not be an expectation for any additional parking provision to be provided on-site.

The application proposes 1no. driveway parking space as well as a carport, totalling 2no. spaces. This meets the existing levels and is therefore considered acceptable.

The Highways Authority were consulted, raising no objection subject to a parking/turning in accordance with plans condition, as well as informatives. It is also recommended that a condition is imposed that prevents the enclosure of the carport, as only 1no. driveway parking space would remain as a result of this occurrence, and would therefore not comply with Policy P1.

The observations from Stratfield Mortimer Parish Council are noted. In response to these comments, at Officer level it is considered that a parking space is currently expected to be a minimum of 4.8m in length. As existing, there is c.11.6m between the footpath and garage, which equates to 2no. parking spaces (2 x 4.8m with 2m excess) in total. As a result of the proposal, there would be 10m between the footpath and garage (including the carport), which also equates to 2no. parking spaces (2 x 4.8m with 0.4m excess).

The plans show that the converted garage would be set back by c.3.8m from the front elevation, with this covered area to be kept available for parking. Whilst this is not the length of a full parking space, the overall depth of 10m means a refusal would not be warranted.

Overall it is considered that, subject to the aforementioned conditions, the proposal complies with Policy P1 of the Housing Site Allocations DPD.

PLANNING BALANCE AND CONCLUSION

For the reasons given above it is considered that the proposal accords with the provisions of the National Planning Policy Framework, Policies ADPP1, ADPP6, CS14 and CS19 of the West Berkshire Core Strategy (2006-2026), and Policy P1 of the Housing Site Allocations DPD, subject to conditions requested by the Highways Authority. Recommend Conditional Approval.